

1-8. (CANCELED)

9. (NEW) A transmission for a motor vehicle, having a transmission input shaft (1), a transmission output shaft (2), and at least one countershaft (3), the transmission input shaft (1), the transmission output shaft (2), and the at least one countershaft (3) each supporting at least one gear, the transmission having a transmission direct gear for directly coupling the transmission input shaft (1) with the transmission output shaft (2); and

an area group being arranged downstream of the transmission, the area group having an area group input shaft (1') and an area group output shaft (2') and an area group direct gear for directly connecting the area group input shaft (1') to the area group output shaft (2');

wherein when the transmission direct gear couples the transmission input shaft (1) to the transmission output shaft (2) and when the area group direct gear directly connects the area group input shaft (1') to the area group output shaft (2'), only the transmission input shaft (1), the transmission output shaft (2), the area group input shaft (1') and the area group output shaft (2'), along with associated shift elements of the transmission direct gear and the area group direct gear, rotate so as to minimize friction losses within the transmission and the area group.

10. (NEW) The transmission according to claim 9, wherein the area group comprises a planetary gear set.

11. (NEW) The transmission according to claim 10, wherein the area group has first, second and third area group shift elements (6', 10, 11) and upon engagement of the first area group shift element (6'), the area group input shaft (1') is directly coupled to the area group output shaft (2'), and upon engagement of the second and the third area group shift elements (10, 11), the area group input shaft (1') is indirectly coupled to the area group output shaft (2') via the planetary gear set.

12. (NEW) The transmission according to claim 9, wherein the area group direct gear includes an area group connecting element (6') for directly connecting the area group input shaft (1') to the area group output shaft (2').

13. (NEW) The transmission according to claim 9, wherein the transmission comprising a drive constant gearing (4), supported by the transmission input shaft (1), which is engageable via a first transmission shift element (5).

14. (NEW) The transmission according to claim 9, wherein in transmission comprising first and second drive constant gears (4, 4') with a shift collar (9) located between the first and second drive constant gears (4, 4'), and gearings of the first and the second drive constant gears (4, 4') are supported by the transmission input shaft (1) such that the gearings of the first and the second drive constant gears (4, 4') can be engaged or disengaged via transmission shift elements (5, 5').

15. (NEW) A transmission for a motor vehicle, having a transmission input shaft (1), a transmission output shaft (2), and at least one countershaft (3), the transmission input shaft (1) and the transmission output shaft (2) each supporting at least one freely rotatable gear, the transmission having a transmission direct gear for directly coupling the transmission input shaft (1) with the transmission output shaft (2); and

an area group being arranged downstream of the transmission, the area group having an area group input shaft (1') and an area group output shaft (2') and an area group direct gear for directly connecting the area group input shaft (1') to the area group output shaft (2');

wherein when the transmission direct gear couples the transmission input shaft (1) to the transmission output shaft (2) and when the area group direct gear directly connects the area group input shaft (1') to the area group output shaft (2'), the at least one freely rotatable gear on the transmission input shaft (1) is uncoupled therefrom and the at least one freely rotatable gear on the transmission output shaft (2) is uncoupled therefrom and only the transmission input shaft (1), the transmission output shaft (2), the area group input shaft (1') and the area group output shaft (2'), along with associated shift elements of the transmission direct gear and the area group direct gear, rotate so as to minimize friction losses within the transmission and the area group.